

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 1197

IN THE MATTER OF:

Served February 7, 1972

Application of WMA Transit)
Company for Authority to Make)
Schedule Changes on All Routes.)

Application No. 733

Application of WMA Transit)
Company for Certificate Author-)
ity to Change Route F-4.)

Application No. 734

Application of WMA Transit)
Company for Certificate Author-)
ity to Change Route R.)

Application No. 735

Application of WMA Transit)
Company for Certificate Author-)
ity to Change Routes H and W.)

Application No. 736

Application of WMA Transit)
Company for Authority to Change)
Route J.)

Application No. 737

Application of WMA Transit)
Company for Authority to Change)
Route K.)

Application No. 738

Application of WMA Transit)
Company for Authority to Change)
Route M.)

Application No. 739

Docket No. 239

Schedule Changes for WMA)
Transit Company -- Route T-6.)

Docket No. 232

On November 8, 1971, WMA Transit Company (WMA) filed applications for major service reductions and realignments. This filing was supplemented several times, and these service adjustments were combined into seven applications: Application

No. 733 dealing with adjustments in time schedules; Application Nos. 734 - 736 dealing with requests for certificate authority to adjust Route F-4, Route R, and Routes H and W respectively; and Application Nos. 737 - 739 dealing with route changes on Route J, Routes K-N, and Route M respectively. Order No. 1182, issued November 22, 1971, consolidated these applications into Docket No. 239 and set them for public hearing. A formal hearing for the presentation of WMA's case was held on December 8, 1971, and an informal Saturday hearing to elicit comments from members of the public was held on December 11, 1971.

These applications would affect almost every route presently operated by WMA. They propose elimination of all Sunday service with the exception of seven round trips on Route A and seven round trips on Route J. Saturday service would also be reduced substantially with reduced service being provided on Routes A, B, C and O, D-S-W, F, J, K, and R. In addition, Saturday service on Routes G, M and I would be eliminated. Weekday schedules would be altered on all WMA routes to regularize frequencies while reducing midday and evening service. Finally, Routes A, F, H, J, K, M, R, and W would be rerouted mainly for the purpose of eliminating circuitous routing, and Route N would be absorbed into Route K.

Docket 232, WMA's proposal to reduce service on Route T-6, was also combined into Docket No. 239, so that all WMA proposed service reductions could be examined on a unified basis and with regard to the total effect of these applications on residents within the service area of WMA.

WMA witnesses testified at the formal hearing that these applications were filed because of continuing losses in current operations. WMA presented its financial picture in statements of present and projected operating results, and a statement of financial position. The Commission staff, following examination of the books and records of WMA, presented exhibits containing its own analysis reaching somewhat different results than WMA's financial presentation.

The WMA financial witness fully endorsed the balance sheet as presented by the staff as accurate, and more proper than his

own. We find it shows WMA to be in an extremely precarious financial position. As of September 30, 1971, WMA current liabilities were twice its current assets, and its earned surplus account showed a deficit of \$504,377, more than 17 percent of the net assets of the company.

Further, WMA projected losses (before interest expense) of \$39,000 for the period November 1971 - March 1972. However, we consider that a four month projection of operating results does not provide an adequate basis for determining the issues in this case. Therefore, we have relied on staff exhibits which projected operating results for the entire calendar year 1972.

As hearings on these applications were held during a period when WMA was negotiating a new labor contract, the staff presented several alternative cost projections. With no wage or other cost increases in the future annual period, WMA would sustain a net operating loss in 1972 of \$35,811, and a net after-interest loss of \$220,387 (Table I, Column I). On December 17, 1971, WMA entered into a new labor agreement with its operators under which it will have substantially increased wage and wage-related costs. Table I also depicts WMA operating results for calendar 1972 under its new labor contract, as adjusted by the staff, Column II including a projected 2.5 percent increase in the cost of materials, and Column III without the materials cost increases. In either case, a 10 percent negative return on gross operating revenues results.

TABLE I

	Column I	Column II	Column III
	Present Service With No Increased Wages or Costs	Present Service With New Wage Contract and 2.5% Material Cost Increase	Present Service With New Wage Contract But Without Material Cost Increase
<u>Operating Revenues</u>			
Passenger	\$2,487,828.00	\$2,487,828.00	\$2,487,828.00
Charter and gov't. contract	1,293,981.00	1,293,981.00	1,293,981.00
Other operating revenue	<u>65,577.75</u>	<u>65,577.75</u>	<u>65,577.75</u>
Total	<u>\$3,847,386.75</u>	<u>\$3,847,386.75</u>	<u>\$3,847,386.75</u>
<u>Operating Revenue Deductions</u>			
Labor and employee welfare	\$2,099,422.30	\$2,276,314.49	\$2,276,314.49
Other operating expense	966,694.13	984,422.64	966,694.13
Depreciation	338,403.72	338,403.72	338,403.72
Operating taxes and licenses	287,672.83	287,672.83	287,672.83
Operating rents	<u>191,005.20</u>	<u>191,005.20</u>	<u>191,005.20</u>
Total	<u>\$3,883,198.18</u>	<u>\$4,077,818.88</u>	<u>\$4,060,090.37</u>
(1) <u>Net Operating Income or (Loss)</u>	\$ (35,811.43)	\$ (230,432.13)	\$ (212,703.62)
Interest Expense	<u>184,576.03</u>	<u>184,576.03</u>	<u>184,576.03</u>
(2) <u>Net Operating Income or (Loss) after Interest Deduction</u>	<u>\$ (220,387.46)</u>	<u>\$ (415,008.16)</u>	<u>\$ (397,279.65)</u>
(1) Rate of return on gross operating revenues (Neg.)	(.93%)	(5.99%)	(5.53%)
(2) Rate of return on gross operating revenues (Neg.)	(5.73%)	(10.79%)	(10.33%)

The projected net loss of \$415,008 clearly calls for some action on the part of management to cut costs or increase revenues.

WMA testimony was that to attempt to cut costs through a complete restructuring and contraction of its existing service was, in the opinion of management, more desirable than an attempt to increase revenues by raising fares, which had been increased as recently as March 1971. The instant applications, containing revised routes and schedules, are the result.

Some revision and, where necessary, reduction of service is a normal and proper continuing function of management. Such major changes as applied for here, however, must be subjected to close scrutiny to insure that the saving engendered by each specific reduction justifies that particular diminution in service to the public.

WMA regular routes serve southern Prince George's County and extend into the District of Columbia on South Capitol Street, Pennsylvania Avenue, and Bladensburg Road - New York Avenue; however, intra-District of Columbia service is provided only in the Pennsylvania Avenue corridor. Through the gradual adjustments made to various routes, WMA service along its main service corridors has become quite irregular. One purpose of the proposed schedules was to adjust base service to provide service along major arteries at regular intervals. WMA also adjusted service wherever possible to institute more operational schedules, that is with more regular periodic frequencies.

These schedule improvements are welcome, and should make bus travel more convenient for the public. Considering them a positive aspect of the service adjustments, the staff recommended approval of a large part of the WMA proposals. It did recommend certain adjustments be made in WMA's proposals however. We have carefully examined both company and staff testimony and have come to the conclusion that at this time, it is proper to allow some service reductions, although not as many as applied for here.

WMA is a major transit operation providing the only regular route service available to a substantial segment of the Metropolitan District. As such, it has a responsibility to provide at least basic service within the area it serves.

The instant application proposes elimination of practically all Sunday service. Analysis of the variable costs of that service, again using the staff adjusted projections, shows an annual saving of approximately \$20,000 would accrue from proposed Sunday cuts. But, this saving would be achieved at the cost of isolating residents of large areas of Prince George's County.

The weekday and Saturday reductions applied for are far more acceptable because, in most instances, some service will remain for those with no alternative means of transportation. We do not herein decide that no service may ever be completely eliminated, but if it is at all possible, we will retain such service as is serving a significant number of persons. In the instant case, where major service adjustments and improvements are presented, we shall accept elimination of service where it does not appear to have been fulfilling evidenced community needs. A route-by-route analysis of what WMA proposed and what we will allow follows.

Route A operates along the Pennsylvania Avenue corridor in the District of Columbia via Capital Heights, Seat Pleasant, Palmer Park and Prince George's Hospital to Capital Plaza.

On weekdays, 32 inbound and 34 outbound trips are currently operated at irregular intervals. WMA proposed to operate 28 round trips with hourly base day headways. It also sought to reroute service within Kent Village Subdivision to proceed both inbound and outbound along Hawthorne Avenue, an adjustment of one block. WMA also proposed to extend rush hour service from its 11th and Pennsylvania Avenue terminal to Farragut Square.

The staff recommended approval of the schedule and route changes, except it recommended retention of the 5:33 A. M. inbound trip which serves 17 passengers, the 5:50 A. M. outbound trip which serves 27 passengers, and the 7:03 A. M. outbound trip which serves 23 passengers.

We will approve the route changes sought by WMA. It seeks to extend much of its rush hour service to Farragut Square, an area of growing traffic congestion, however the staff reported that the additional vehicles would not unduly clog this area.

With respect to weekday schedule changes, we will accept the staff recommendations to retain three trips, as in each instance they provide a continuation of service for a substantial number of persons. We also believe that the last 12:15 A. M. outbound trip is sufficiently patronized to warrant retention.

On Saturdays, WMA proposed to improve Route A schedules from 80 minute frequencies to 60 minute frequencies, but to discontinue two trips before 6:00 A. M. and three trips after 10:30 P. M. The staff recommended approval of this change, but recommended the retention of Route J service between 11th and Pennsylvania Avenue and Bradbury Heights until 12:30 A. M. Although that service would satisfy the intra-District of Columbia passengers currently riding a 12:35 trip to Kent Village, a dozen Maryland riders would be left without public transportation by the elimination of this last Route A trip and we shall order that it be retained.

The Sunday revisions proposed include discontinuing service between Prince George's Hospital and Capital Plaza and discontinuing the last evening trip outbound from the District of Columbia, currently leaving at 11:35; and truncating the last inbound trip at Fairfax Village. On the basis of traffic checks showing that three passengers use the 15 existing trips between Prince George's Hospital and Capital Plaza, the staff recommended allowing that portion of Route A to be discontinued on Sunday and we agree that the extension does not serve sufficient patrons to warrant its continued

operation. The staff further recommended the provision of service for D. C. passengers formerly riding the final inbound and outbound Route A Sunday service. We believe that the Maryland passengers riding the final outbound trip should also continue to receive service, and shall require that the present service be retained.

Route B operates via Pennsylvania Avenue, Shady-side Road and Silver Hill Road through Fairfax Village, Suitland, and District Heights to Penn Mar Shopping Center.

Route V operates as Route B except that it bypasses Suitland and serves Washington Estates in District Heights. Presently 33 inbound and 32 outbound B-V trips operate daily. Under the proposed schedules, nine fewer trips in each direction will be operated. WMA proposed elimination of midday and evening service on Route V. Rush hour service on both these routes is also to be extended to Farragut Square. The reductions will decrease the frequency of B-V service in off-peak periods from 30 to 60 minutes. The elimination of Route V service will inconvenience 11 passengers now using service into Washington Estates and 13 passengers boarding or alighting on the Suitland bypass. Some of these persons can use alternate service on Routes B, K, J, or H. The staff recommended approval of the proposed schedule with the exception of delaying the departure time of the last outbound evening trip by 15 minutes. Although service in this area will be less convenient under WMA's proposed schedules, few, if any, persons will not have alternative service and we shall allow them to become effective as adjusted by the staff.

Saturday service, which presently operates on a one hour headway would remain unchanged except that WMA proposed to eliminate the first inbound and the last outbound trip. In addition, Route B

would not continue into Washington Estates, however residents of that development will have service available on Mason Street, a distance of approximately three blocks. We believe that patronage on these trips is substantial enough to warrant retention of those trips.

On Sunday, WMA currently operates 10 Route B trips which serve 33 passengers. That service is coupled with Route H Sunday service, which also carries more than 30 passengers. In these circumstances, we will reject WMA's proposal to discontinue Route B service on Sunday.

Route C operates via Pennsylvania Avenue and Branch Avenue through Hillcrest Heights to Marlow Heights. Route O operates from Fairfax Village to Marlow Heights bypassing Hillcrest Heights. Routes C-4 and O-4 operate to Oaklawn. WMA proposes to terminate all midday C service at Fairfax Village, however connecting service to downtown Washington is provided from Fairfax Village on Routes A, B, H, J, and K. We will allow this change, but at the same time we will adopt the staff recommendation that three morning rush hour Route C trips be extended to Marlow Overlook, to replace Route H service. Evening service will already be provided by Route C under these applications.

WMA also seeks to discontinue service to Oaklawn on Saturday and to eliminate service before 9:00 A. M. Only three passengers use the three existing Oaklawn trips, and as that extension is over seven miles in each direction, it may therefore be discontinued. The elimination of early morning service on Routes C-O will enable WMA to operate this service with one driver, a considerable cost saving, and we shall allow these cuts as patronage on these trips is sparse.

Route G operates via Pennsylvania Avenue to Upper Marlboro. WMA proposes to discontinue its two existing Saturday and Sunday round trips on this route. Twenty-six passengers use Route G Maryland service on Saturdays and 23 persons use it on Sundays. Although some of these persons can get alternate service on Route K, we believe the patronage level of Route G weekend service warrants its retention.

Route H operates via Pennsylvania Avenue and Shadyside Avenue to Suitland, Hillcrest Heights, Marlow Heights, and either Marlow Overlook or Temple Hills. WMA proposes to eliminate service through Marlow Overlook and extend its terminal to Heather Hills. It would also reduce service by one trip in each direction. We find the service reduction to be minor and the route change to be in the public interest as it will extend service to an additional residential area without seriously inconveniencing existing patrons. Although departure times are altered, Saturday Route H service will remain basically unchanged. WMA proposes to eliminate its 10 Sunday schedules which presently carry 32 persons, however, as previously discussed, this service operates in conjunction with Route B and total ridership warrants its retention.

Route J operates via Pennsylvania Avenue, Southern Avenue and Marlboro Pike to District Heights and Andrews Air Force Base (main gate). WMA proposes to eliminate a loop through Benning and H Streets in the District of Columbia on its existing J trips. It would replace this loop with a new weekday Route J-6 operating directly between the Benning and H area and Farragut Square in the rush hour, and as a shuttle service between Benning and H Streets and Fairfax Village in midday, so that this area would receive service until approximately 7:00 P. M.

Passenger counts show only one passenger using service into Benning and H Streets after 7:00 P. M. and we find this service change to be proper. It will result in more direct service for the vast majority of Route J patrons while causing only minor inconvenience. WMA currently operates weekday Owl service on Route J with trips leaving at 12:45 and 2:10 A. M., with patronage of eight and 11 passengers respectively. We believe that this level of patronage warrants retention of those trips.

WMA proposes to increase its Saturday headway on Route J from approximately 80 minutes to 120 minutes during the midday period, although it would operate hourly rush hour service. It would also eliminate service into Benning and H Streets with the exception of three midday round trip shuttles to Fairfax Village. Among the trips to be eliminated would be those before 6:25 A. M. and those after 8:00 P. M. The two early morning trips to be cut operate together with three Route K trips as Owl service which carries a total of 28 passengers, while the four evening trips serve 34 persons, at least 15 of whom would not have any alternate bus service. This level of patronage at times when no other means of public transportation is readily available is sufficient to warrant retention of the service in question.

WMA proposes to improve Route J Sunday service by reducing headways from 150 to 120 minutes, although it proposes to discontinue all service into Benning and H Streets and end operations at 9:00 P. M. The staff recommended approval of these changes with the exception of the early cessation of evening service which it recommended be continued with an additional round trip within the District of Columbia. We will accept the WMA proposed schedule as our other rulings herein render the staff proposal unnecessary. Retention of Route A and Route K Sunday evening service will effectively provide alternate service for those few riders affected by curtailing Route J operations.

Route K operates via Pennsylvania Avenue, Shady-side Avenue and Silver Hill Road to Suitland and thence via Pennsylvania Avenue to Andrews Air Force Base (main gate). WMA proposes to reduce its 23 daily round trips to 16, although it will extend midday service from Fairfax Village into downtown Washington. Route N is a rush hour shuttle operation between Keystone Gardens and Fairfax Village which WMA proposes to eliminate, rerouting Route K through that area. The staff found these changes to constitute an improvement in service, however it recommended the retention of a 6:49 A. M. trip from Fairfax Village to the Southwest Mall currently transporting 18 passengers. We adopt this recommendation. In addition, WMA would eliminate four Owl trips after 11:00 P. M. which we find currently serves patronage sufficient to warrant its retention.

WMA proposes to halve Saturday headways from 60 to 120 minutes, however all but two trips would operate through to 11th and Pennsylvania Avenue. Presently, half of the service terminates at Fairfax Village. Further, WMA would eliminate three Owl trips operating in conjunction with Route J. Although we find the adjustments in midday service acceptable, we will require that WMA maintain Saturday Owl service as previously discussed.

WMA also proposes to eliminate all Sunday Route K service. 130 passengers presently ride the 24 daily trips and we find that patronage sufficient to warrant the retention of that service.

Route M operates over Pennsylvania Avenue and Suitland Road to Andrews Air Force Base (west gate) and Andrews Manor. Presently 17 of its 20 trips terminate at Fairfax Village. WMA proposes to operate six of 14 proposed trips to Farragut

Square and would continue to restrict operations to peak period service. Two A. M. and one P. M. trip would proceed via the Southwest Employment Center. The extension of additional Route M trips into Washington will make Route M service more attractive and we shall approve this adjustment. WMA proposes to discontinue its Saturday Route M service which presently serves seven people on five trips. Ridership does not justify the retention of this service and we will authorize its elimination.

Route D operates along South Capitol Street, Livingston Road and St. Barnabas Road to Glass Manor, Birchwood City, Oxon Hill and Marlow Heights. Route S operates along South Capitol Street, Wheeler Road and Iverson Street to Glass Manor, Southview, Forest Hills, and then continues over the Route H route through Marlow Heights and Suitland to Fairfax Village. Route W operates along South Capitol Street to the second interchange with Livingston Road and via Oxon Hill Road and Brinkley Road to Allenwood Acres. WMA proposes a consolidated schedule on Routes D-S-W with one hour midday headway between 11th and Pennsylvania Avenue and Eastover, where the three routes diverge. The new schedule of 26 inbound and 27 outbound trips would entail a 22 trip reduction.

Several route changes are proposed for this line also. The Route W terminal would be changed from Heather Hills, to be served by Route H, to the intersection of Temple Hill Road and Brinkley Road. In addition, loop service into Rosecroft Gardens and Seven Oaks Farms would be eliminated.

The staff recommended approval of the midday Route D-S-W schedule changes, but recommended an additional A. M. and P. M. rush hour trip. In the A. M., eight trips were to be consolidated into four, which would increase the load factor to more than 60 passengers per trip, and in the evening, a trip carrying 49

persons was to be eliminated. In both cases, we find that the public interest requires the extra service as suggested by the staff in order to prevent overcrowding. The staff also favored the route changes proposed as they would provide more direct service, however the staff suggested extending the Route W rush hour terminal as far as Temple Hill Road and Fisher Road to serve Temple Hills residents. We find this recommendation, which will provide service to an established residential area, proper, and we shall adopt it.

The WMA proposed Saturday schedule for the consolidated Routes D-S-W would have 60-minute service between the District of Columbia and Eastover, a slight reduction. From Eastover, the service would alternate over Routes D, S, and W providing service every three hours. This will constitute a major change in schedules with a reduction of over 40 percent in service. Although the change will cause some inconvenience to existing riders, less than seven persons per trip are carried on present D-S-W Saturday service and we shall allow the proposed reductions. WMA also proposes to terminate midday and Saturday Route S service at Marlow Heights, rather than continuing to copy Route H service. From an operating point of view, this change seems wise and as nobody will be left without service, we shall allow it.

WMA proposes to eliminate all Sunday service on Routes D-S-W. Presently, 64 persons use service along this corridor on Sundays, which we feel is substantial enough patronage to warrant the retention of that service.

Route I operates along South Capitol Street, Livingston Road, and Indian Head Highway. WMA proposes to eliminate all Saturday service on Route I. The current four trips serve only 10

persons, and as D-S-W service will be available on most of Route I, we shall allow its discontinuance.

Route F currently operates between Seat Pleasant and Glendale Hospital via Fairmond Heights and Glenarden; and between Seat Pleasant and Prince George's Hospital via Kenilworth Avenue. WMA proposes to extend some of this service into the District of Columbia via East Capitol Street and to reduce the frequency of rush hour service. This through routing will provide improved, albeit less frequent service, and we will allow this change. The only staff suggestion was to adjust a proposed 6:30 A. M. trip to 6:15 A. M., so that it could better serve 24 persons currently riding a 6:00 A. M. bus. We find this adjustment proper and will require it to be made. WMA also sought permission to loop F-4 service into the Washington Heights Apartments to provide requested service for this Sheriff Road development. This extension of service is worthy of trial and we shall grant WMA authority to begin such service.

WMA proposes to retain hourly Route F Saturday service, however it would not start such service until 10:30 A. M., four hours later than current service. Presently, patronage on the 7:00 A. M. and 9:00 A. M. trips from Glendale Hospital is substantial, and we shall require WMA to continue to provide Saturday morning service to and from Glendale Hospital.

Route R operates along East Capitol Street and Kenilworth Avenue to Beltway Plaza, Springhill Lake, Greenbelt, and the National Aeronautics and Space Administration. Due in part to construction, WMA proposes a rerouting near Beltway Plaza which will also provide more direct service to Springhill Lake. All rush hour service would be extended to Farragut Square and midday frequencies would be cut, reducing 21 daily round trips to 15. The route change is both necessary and desirable as it provides improved service, and we shall approve the adjusted Route R schedule.

Saturday Route R service would be reduced to 15 trips from the current 26 trips. The first inbound trip at 6:39 A. M. would be eliminated however, and we find that such early service fulfills a substantial need and should be retained; otherwise, we shall allow the Saturday reductions.

Route T operates via Bladensburg Road and either Maryland Route 564 or Maryland Route 450 to Bowie. WMA proposed to discontinue all Sunday service which currently serves 103 persons on eight trips. The staff recommended retention of only the 12:50 P. M. trip to Glendale Hospital. We find that the entire Route T schedule should be retained as it constitutes the only service to Bowie and is providing service to a substantial number of persons.

An earlier proposed adjustment to Route T, the elimination of weekday T-6 midday shuttle service between Beltway Plaza and Mattapony Apartments, and the reduction of Saturday T-6 operations from nine round trips to three, established as Docket No. 232, has been consolidated into this proceeding.

We have received more public requests for retention of this service than for any other here at issue. Forty-one passengers would be without alternate service if weekday service were discontinued, and we find its retention proper in light of our previously stated policies on service cuts. Saturday T-6 service carries only 25 patrons on 17 trips, and the proposed reductions are justified.

TABLE II

	WMA Proposed Reduction in Service With Materials Cost Increases	Adjusted Service With Materials Cost Increases	Adjusted Service Without Materials Cost Increases
<u>Operating Revenues</u>			
Passenger	\$2,389,268.00	\$2,448,767.00	\$2,448,767.00
Charter and gov't. contract	1,293,981.00	1,293,981.00	1,293,981.00
Other operating revenue	<u>65,577.75</u>	<u>65,577.75</u>	<u>65,577.75</u>
Total	<u>\$3,748,826.75</u>	<u>\$3,808,325.75</u>	<u>\$3,808,325.75</u>
<u>Operating Revenue Deductions</u>			
Labor and employee welfare	\$2,124,244.61	\$2,198,229.05	\$2,198,229.05
Other operating expense	920,709.29	950,063.88	933,049.50
Depreciation	338,403.72	338,403.72	338,403.72
Operating taxes and licenses	266,778.68	276,551.07	276,551.07
Operating rents	<u>191,005.20</u>	<u>191,005.20</u>	<u>191,005.20</u>
Total	<u>\$3,841,141.50</u>	<u>\$3,954,252.92</u>	<u>\$3,937,238.54</u>
(1) <u>Net Operating Income or (Loss)</u>	\$ (92,314.75)	\$ (145,927.17)	\$ (128,912.79)
Interest Expense	<u>184,576.03</u>	<u>184,576.03</u>	<u>184,576.03</u>
(2) <u>Net Operating Income or (Loss)</u> <u>after Interest Deduction</u>	<u>\$ (276,890.78)</u>	<u>\$ (330,503.20)</u>	<u>\$ (313,488.82)</u>
(1) Rate of return on gross operating revenues (Neg.)	(2.46%)	(3.83%)	(3.39%)
(2) Rate of return on gross operating revenues (Neg.)	(7.39%)	(8.68%)	(8.23%)

Projected operating results for WMA in calendar 1972 with the service adjustments we are herein allowing are shown in Table II, Column II. These adjustments will reduce WMA losses by approximately \$85,000. Column I shows the results had the service reductions sought by WMA been allowed in toto.

In authorizing these selective service reductions and realignments, we have followed two basic guidelines: (1) we have allowed the elimination of service only where it is clearly unremunerative and (2) we have not allowed the elimination of service even where unremunerative, if the elimination of that service would mean that those using it would have no other public transit service available. In so doing, we recognize that we have granted less than we might reasonably have granted in terms of providing fuller relief to this company in its struggle against rising costs.

The major reason we have allowed the reductions only to the extent we have is that the Maryland Department of Transportation has announced that it intends quickly to propose means for preserving mass transit in Prince George's County. From our perspective, we are convinced that the cycle of reduced service and increased fares can only be ended through the total cessation of service, a contingency that is quite real, or through the provision of public assistance.

We will hold this docket open against the possibility that we may be required to take further action if timely public assistance is not forthcoming.

A final matter which requires our attention is how the reductions in service approved in this order conform to the guidelines established under the Economic Stabilization Act. To date, we have been unable to ascertain whether service reductions are included in the category of items to be regulated under Phase II of the Economic Stabilization Program. We will, however, proceed as if they are, and shall examine them in light of the regulations issued by the Price Commission.

On January 14, 1972, the Price Commission issued detailed regulations for the granting of price increases to public utilities. Section 300.16(e) of such regulations requires that with respect to each increase it approves, a regulatory agency shall certify the following:

(1) The former price, the new price, and the percentage increase;

(2) The dollar amount of increased revenue which the increase is expected to provide;

(3) The amount by which the increase will increase the utility's profits as a percentage of its total sales;

(4) The amount by which the increase will increase the utility's overall rate of return on capital;

(5) That sufficient evidence was taken in the course of its proceedings to determine whether the criteria set forth in paragraph (d), (1) through (4) of this section are or are not met by the price increase; and

(6) That the price increase does or does not meet those criteria or meets them only to a particular extent, with a statement of reasons why the price increase does or does not meet the criteria or meets them only to a particular extent.

We have examined each item set forth above, and we hereby certify to the following:

1. There has been no change in the fare charged by WMA and, therefore, there is no percentage price increase. After the reduction in service goes into effect, the number of miles per year operated by the company over its regular routes will be reduced from 4,922,265 miles to 4,630,781 miles, a reduction of 291,484 miles or 5.9 percent. As a result, the number of passengers will decrease from 4,226,675 to 4,180,924, or 1.1 percent.

2. The reduction in service will result in a decrease of revenue from \$3,847,386.75 to \$3,808,325.75, a difference of \$39,061.

3. The reduction in service will reduce the company's loss from \$397,279.65 to \$313,488.82, a difference of \$83,790.83 or 2.1 percent return on gross operating revenues.

The amount by which the reduction will increase WMA's overall rate of return on capital is zero, since the company will still be operating at a loss of \$313,488.82 even after the service reductions go into effect.

5. Sufficient evidence was taken during the proceedings to determine that the criteria set forth in Paragraphs d(1) through (4) of this section were met by the reductions in service.

6. The reductions approved in this order do meet the criteria set forth in d(1) through (4) for the following reasons:

a. The reduction in service is cost-based and does not reflect future inflationary expectations. The reductions will reduce losses by \$83,790.83, whereas the cost of providing existing service would be increased by contractual labor and employee welfare cost increases of \$176,892.19.

b. The reduction granted in this case is the minimum required to assure continued, adequate, and safe service. WMA, because of its financial situation, will be unable to continue to provide such service for its patrons unless it is permitted to reduce its losses.

c. The reduction will not achieve a break even profit margin nor a minimum rate of return, but, by reducing the severity of the company's losses, it will provide an element of financial stability to the company until other alternatives are explored.

Therefore, we certify that the reduction in service approved in this order meets the criteria established by the Price Commission and is consistent with the Economic Stabilization Act. In addition to meeting the criteria in Section 300.16(e), the reduction is permissible under the Price Commission regulations issued January 14, 1972, allowing "loss companies" to increase their prices. That regulation, in pertinent part, reads:

[T]he Commission will not . . . construe its regulations to --

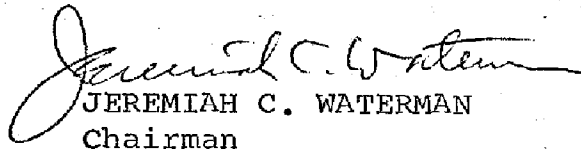
(1) Prevent any person that had a negative profit margin during the base period . . . from increasing its price to a level reasonably calculated to provide that person a breakeven profit margin.

WMA has suffered operating losses in each of the preceding fiscal years. In 1968 the company suffered a net operating loss before interest of \$36,253 and a loss after interest of \$283,936. In 1969 the company suffered a net operating loss before interest of \$4,426 and a loss after interest of \$291,585. In 1970 the company had a net profit before interest of \$25,270 and a loss after interest of \$238,761. The company thus meets the standard set forth in the loss regulation and, thus, is permitted to reduce its service to reduce its losses to a level reasonably calculated to bring it nearer to a breakeven profit margin.

THEREFORE, IT IS ORDERED:

1. That WMA Transit Company be, and it is hereby, authorized to operate adjusted schedules effective March 5, 1972, as attached hereto as Appendix A, and made a part hereof.
2. That Certificate of Public Convenience and Necessity No. 8 be, and it is hereby, amended by incorporating second revised page four replacing first revised page four, fifth revised page five replacing fourth revised page five, eighth revised page six replacing seventh revised page six, and fourteenth revised page nine replacing thirteenth revised page nine, effective March 5, 1972, as attached hereto as Appendix B, and made a part hereof.
3. That WMA Transit Company be, and it is hereby, authorized to operate Routes J-2, J-4, J-6, K, and M-3, effective March 5, 1972, as set out in Route Authorization WMA 2-72, issued February 7, 1972, attached hereto as Appendix C, and made a part hereof.
4. That WMA Transit Company shall have revised schedules available in all its buses by February 29, 1972, and shall, on request, mail such schedules to any member of the public.
5. That WMA Transit Company shall immediately post notice of the above changes and the availability of new schedules in all its buses.

BY DIRECTION OF THE COMMISSION:


JEREMIAH C. WATERMAN
Chairman

Route A - WeekdayAdjusted ScheduleInbound

<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>
A 2	5:33 A	B4	FS
A 2	5:45 A	KV	FS
A 5	6:00 A	DP	SW
A 2	6:00 A	CP	FS
A 1	6:30 A	CP	FS
A 2	7:05 A	SP	FS
A 1	7:00 A	CP	FS
A 2	7:40 A	SP	FS
A 1	7:30 A	CP	FS
A 2	8:05 A	SP	FS
A 7	7:55 A	DP	FS
A 1	8:00 A	CP	FS
A 2	8:30 A	SP	PA
A 2	8:30 A	CP	PA
A 2	9:00 A	CP	PA
A 2	10:00 A	CP	PA
A 2	11:00 A	CP	PA
A 2	12:00 P	CP	PA
A 2	1:00 P	CP	PA
A 2	2:00 P	CP	PA
A 2	3:00 P	CP	PA
A 2	4:00 P	CP	PA
A 2	5:00 P	CP	PA
A 2	6:00 P	CP	PA
A 2	7:00 P	CP	PA
A 2	8:00 P	CP	FFV
A 2	9:00 P	CP	PA
A 2	10:05 P	CP	FFV
A 2	11:35 P	CP	FFV

Outbound

<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>
A 2	5:20 A	BH	KV
A 2	5:50 A	PA	BH
A 2	5:51 A	BH	CP
A 2	6:21 A	BH	CP
A 2	6:30 A	PA	CP
A 2	7:03 A	PA	CP
A 2	7:30 A	PA	CP
A 2	8:30 A	PA	CP
A 2	9:30 A	PA	CP
A 2	10:30 A	PA	CP
A 2	11:30 A	PA	CP
A 2	12:30 P	PA	CP
A 2	1:30 P	PA	CP
A 2	2:30 P	PA	CP
A 5	3:30 P	SW	DP
A 2	3:30 P	PA	CP
A 2	3:55 P	FS	SP
A 2	4:20 P	FS	SP
A 1	4:40 P	PA	CP
A 2	4:50 P	FS	SP
A 1	5:00 P	FS	CP
A 2	5:20 P	FS	SP
A 7	5:29 P	FS	DP
A 1	5:30 P	FS	CP
A 2	5:55 P	FS	SP
A 1	6:05 P	FS	CP
A 2	6:20 P	FS	CP
A 2	7:30 P	PA	CP
A 2	9:00 P	PA	CP
A 2	10:30 P	PA	CP
A 2	12:15 A	FS	CP

Route A - Saturday

Adjusted Schedule

<u>Inbound</u>				<u>Outbound</u>			
<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>	<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>
A 2	6:00 A	CP	PA	A 2	5:56 A	BH	CP
A 2	7:00 A	CP	PA	A 2	6:30 A	PA	CP
A 2	8:00 A	CP	PA	A 2	7:30 A	PA	CP
A 2	9:00 A	CP	PA	A 2	8:30 A	PA	CP
A 2	10:00 A	CP	PA	A 2	9:30 A	PA	CP
A 2	11:00 A	CP	PA	A 2	10:30 A	PA	CP
A 2	12:00 P	CP	PA	A 2	11:30 A	PA	CP
A 2	1:00 P	CP	PA	A 2	12:30 P	PA	CP
A 2	2:00 P	CP	PA	A 2	1:30 P	PA	CP
A 2	3:00 P	CP	PA	A 2	2:30 P	PA	CP
A 2	4:00 P	CP	PA	A 2	3:30 P	PA	CP
A 2	5:00 P	CP	PA	A 2	4:30 P	PA	CP
A 2	6:00 P	CP	PA	A 2	5:30 P	PA	CP
A 2	7:00 P	CP	PA	A 2	6:30 P	PA	CP
A 2	8:00 P	CP	PA	A 2	7:30 P	PA	CP
A 2	9:00 P	CP	FFV	A 2	9:15 P	PA	CP
				A 2	10:40 P	PA	CP
				A 2	12:35 P	PA	KV

Route A - Sunday

Adjusted Schedule

<u>Inbound</u>				<u>Outbound</u>			
<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>	<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>
A 2	7:40 A	PGH	PA	A 2	6:56 A	BH	PGH
A 2	10:10 A	PGH	PA	A 2	9:00 A	PA	PGH
A 2	12:40 P	PGH	PA	A 2	11:35 A	PA	PGH
A 2	3:10 P	PGH	PA	A 2	2:00 P	PA	PGH
A 2	5:40 P	PGH	PA	A 2	4:30 P	PA	PGH
A 2	8:10 P	PGH	PA	A 2	7:05 P	PA	PGH
A 2	10:40 P	PGH	PA	A 2	9:30 P	PA	PGH
				A 2	11:35 P	PA	PGH

Route B-V - Weekday

Adjusted Schedule

<u>Inbound</u>				<u>Outbound</u>			
<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>	<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>
B2	5:30 A	NF	PA	B9	6:15 A	PA	NF
B2	6:05 A	NF	FS	B9	7:15 A	PA	NF
B2	6:25 A	NF	FS	B7	7:55 A	PA	PM
B2	6:45 A	NF	FS	B2	9:05 A	FS	PM
V1	7:05 A	NF	FS	B2	10:05 A	FS	PM
V1	7:25 A	NF	FS	B2	11:05 A	FS	PM
B2	7:45 A	NF	FS	B2	12:05 P	FS	PM
V1	8:05 A	NF	FS	B2	1:05 P	FS	PM
B2	8:35 A	NF	FFV	B2	2:05 P	FS	PM
B2	9:05 A	PM	FS	B2	3:05 P	FS	PM
V2	9:35 A	PM	PA	V2	3:35 P	FS	PM
B2	10:05 A	PM	FS	B2	4:05 P	FS	PM
B2	11:05 A	PM	FS	V1	4:30 P	FS	PM
B2	12:05 P	PM	FS	B2	4:40 P	FS	PM
B2	1:05 P	PM	FS	V1	4:54 P	FS	PM
B2	2:05 P	PM	FS	B2	5:00 P	FS	PM
B2	3:05 P	PM	FS	V1	5:10 P	FS	PM
B7	4:20 P	PM	FS	B2	5:25 P	FS	PM
B2	5:25 P	PM	FFV	B2	5:40 P	FS	PM
B2	6:05 P	PM	FFV	V2	6:00 P	FS	PM
B2	7:05 P	PM	FFV	B2	7:15 P	PA	PM
B2	8:05 P	PM	FFV	B2	8:15 P	PA	PM
B2	9:05 P	PM	FFV	B2	11:45 P	PA	NF
B2	12:10 A	NF	FFV				

Route B - Saturday

Adjusted Schedule

<u>Inbound</u>				<u>Outbound</u>			
<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>	<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>
B2	5:26 A	NF	PA	B2	6:14 A	PA	NF
B2	6:07 A	NF	FS	B2	7:05 A	FS	NF
B2	7:07 A	NF	FS	B2	8:05 A	FS	PM
B2	8:07 A	NF	FS	B2	9:05 A	FS	PM
B2	9:05 A	PM	FS	B2	10:05 A	FS	PM
B2	10:05 A	PM	FS	B2	11:05 A	FS	PM
B2	11:05 A	PM	FS	B2	12:05 P	FS	PM
B2	12:05 P	PM	FS	B2	1:05 P	FS	PM
B2	1:05 P	PM	FS	B2	2:05 P	FS	PM
B2	2:05 P	PM	FS	B2	3:05 P	FS	PM
B2	3:05 P	PM	FS	B2	4:05 P	FS	PM
B2	4:05 P	PM	FS	B2	5:05 P	FS	PM
B2	5:05 P	PM	FS	B2	6:05 P	FS	PM
B2	6:05 P	PM	FS	B2	7:05 P	FS	PM
B2	7:05 P	PM	FFV	B2	9:30 P	FS	NF
B2	8:05 P	PM	FS	B2	11:15 P	PA	NF
B2	10:20 P	PM	PA				

Route B - Sunday

Adjusted Schedule

<u>Inbound</u>				<u>Outbound</u>			
<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>	<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>
B2	7:32 A	NF	FFV	B2	9:17 A	FFV	NF
B2	10:02 A	NF	FFV	B2	11:42 A	FFV	NF
B2	12:32 P	NF	FFV	B2	2:12 P	FFV	NF
B2	3:02 P	NF	FFV	B2	4:42 P	FFV	NF
B2	5:32 P	NF	FFV	B2	7:12 P	FFV	NF

Route C-0 - Weekday

Adjusted Schedule

<u>Inbound</u>				<u>Outbound</u>			
<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>	<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>
C2	6:35 A	MO	FS	04	6:40 A	FFV	OAK
04	7:10 A	OAK	FS	02	7:20 A	FFV	MH
C2	7:35 A	MO	FS	02	8:20 A	FFV	MH
C2	8:35 A	MO	FS	02	9:10 A	FFV	MH
C2	9:10 A	MO	FFV	C2	9:00 A	FS	MO
02	9:25 A	MH	FFV	02	10:10 A	FFV	MH
C2	10:10 A	MO	FFV	C2	10:40 A	FFV	MO
02	10:50 A	MH	FFV	02	11:10 A	FFV	MH
C2	11:10 A	MO	FFV	C2	11:40 A	FFV	MO
02	11:25 A	MH	FFV	02	12:10 P	FFV	MH
C2	12:10 P	MO	FFV	C2	12:40 P	FFV	MO
02	12:50 P	MH	FFV	02	1:10 P	FFV	MH
C2	1:10 P	MO	FFV	C2	1:40 P	FFV	MO
02	1:25 P	MH	FFV	02	2:10 P	FFV	MH
C2	2:10 P	MO	FFV	C2	2:40 P	FFV	MO
02	2:50 P	MH	FFV	02	3:10 P	FFV	MH
C2	3:10 P	MO	PA	C2	3:11 P	FS	MO
02	3:50 P	MH	FFV	02	4:10 P	FFV	MH
C2	4:10 P	MO	FS	C2	5:10 P	FS	MO
02	4:50 P	MH	FS	C2	5:27 P	FS	MO
C2	6:45 P	MO	FFV	C4	6:15 P	FS	OAK
04	7:25 P	OAK	FFV				

Route C-0 - Saturday

Adjusted Schedule

<u>Inbound</u>				<u>Outbound</u>			
<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>	<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>
02	9:50 A	MH	FFV	02	9:10 A	FFV	MH
02	10:25 A	MH	FFV	02	10:10 A	FFV	MH
02	11:50 A	MH	FFV	02	11:10 A	FFV	MH
02	12:25 P	MH	FFV	02	12:10 P	FFV	MH
02	1:50 P	MH	FFV	02	1:10 P	FFV	MH
02	2:25 P	MH	FFV	02	2:10 P	FFV	MH
02	3:50 P	MH	FFV	02	3:10 P	FFV	MH
02	4:25 P	MH	PA	02	4:10 P	FFV	MH
				C2	6:25 P	PA	MH

Route G - Saturday

Adjusted Schedule

<u>Inbound</u>				<u>Outbound</u>			
<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>	<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>
G2	6:45 A	MARLB	PA	G2	5:05 A	PA	MARLB
G2	8:05 P	MARLB	PA	G2	5:30 A	PA	MARLB

Route G - Sunday

Adjusted Schedule

<u>Inbound</u>				<u>Outbound</u>			
<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>	<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>
G2	12:05 P	MARLB	PA	G2	9:30 A	PA	MARLB
G2	8:05 P	MARLB	PA	G2	5:30 P	PA	MARLB

Route H - Weekday

Adjusted Schedule

<u>Inbound</u>				<u>Outbound</u>			
<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>	<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>
H2	5:40 A	HH	PA	H7	6:45 A	PA	HH
H2	6:00 A	HH	FS	H7	7:20 A	PA	HH
H1	6:20 A	HH	FS	H7	8:10 A	PA	HH
H4	6:40 A	HH	FS	H2	8:45 A	PA	HH
H1	6:55 A	HH	FS	H2	9:45 A	PA	HH
H4	7:10 A	HH	FS	H2	10:45 A	PA	HH
H1	7:25 A	HH	FS	H2	11:45 A	PA	HH
H4	7:40 A	HH	FS	H2	12:45 P	PA	HH
H1	8:00 A	HH	FS	H2	1:45 P	PA	HH
H2	8:40 A	HH	PA	H2	2:45 P	PA	HH
H2	9:40 A	HH	PA	H2	3:45 P	PA	HH
H2	10:40 A	HH	PA	H2	4:15 P	FS	HH
H2	11:40 A	HH	PA	H1	4:35 P	FS	HH
H2	12:40 P	HH	PA	H4	4:42 P	FS	HH
H2	1:40 P	HH	PA	H1	4:55 P	FS	HH
H2	2:40 P	HH	PA	H4	5:00 P	FS	HH
H7	3:45 P	HH	FS	H1	5:12 P	FS	HH
H7	4:45 P	HH	FS	H2	5:32 P	FS	HH
H2	5:45 P	HH	PA	H1	6:05 P	FS	HH
H2	6:45 P	HH	FFV	H2	6:45 P	PA	HH
H2	7:45 P	HH	FFV	H2	7:45 P	PA	HH
H2	8:45 P	HH	FFV	H2	9:25 P	FS	HH
H2	10:25 P	HH	FFV				

Route H - SaturdayAdjusted Schedule

<u>Inbound</u>				<u>Outbound</u>			
<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>	<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>
H2	6:40 A	HH	PA	H2	7:06 A	FFV	HH
H2	7:40 A	HH	PA	H2	7:45 A	PA	HH
H2	8:40 A	HH	PA	H2	8:45 A	PA	HH
H2	9:40 A	HH	PA	H2	9:45 A	PA	HH
H2	10:40 A	HH	PA	H2	10:45 A	PA	HH
H2	11:40 A	HH	PA	H2	11:45 A	PA	HH
H2	12:40 P	HH	PA	H2	12:45 P	PA	HH
H2	1:40 P	HH	PA	H2	1:45 P	PA	HH
H2	2:40 P	HH	PA	H2	2:45 P	PA	HH
H2	3:40 P	HH	PA	H2	3:45 P	PA	HH
H2	4:40 P	HH	PA	H2	4:45 P	PA	HH
H2	5:40 P	HH	PA	H2	5:45 P	PA	HH
H2	6:40 P	HH	FFV	H2	6:45 P	PA	HH
H2	7:40 P	HH	FFV	H2	8:15 P	PA	HH
H2	9:10 P	HH	FFV				

Route H - SundayAdjusted Schedule

<u>Inbound</u>				<u>Outbound</u>			
<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>	<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>
H2	8:39 A	HH	FFV	H2	7:57 A	FFV	HH
H2	11:09 A	HH	FFV	H2	10:27 A	FFV	HH
H2	1:39 P	HH	FFV	H2	12:57 P	FFV	HH
H2	4:09 P	HH	FFV	H2	3:27 P	FFV	HH
H2	6:39 P	HH	FFV	H2	5:57 P	FFV	HH

Route J - Weekday

Adjusted Schedule

<u>Inbound</u>				<u>Outbound</u>			
<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>	<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>
J2	4:35 A	AF	PA	J2	2:10 A	PA	AF
J2	5:45 A	AF	PA	J2	5:30 A	PA	AF
J6	6:15 A	BEN	FS	J4	6:00 A	PA	R
J2	6:15 A	AF	FS	J4	6:44 A	BH	R
J6	6:45 A	BEN	FS	J4	7:14 A	BH	R
J4	6:40 A	R	FS	J4	7:00 A	PA	R
J6	7:15 A	BEN	FS	J2	8:00 A	PA	AF
J4	7:00 A	R	FS	J2	9:00 A	PA	AF
J2	7:45 A	BEN	FS	J6	9:45 A	FFV	BEN
J4	7:30 A	R	FS	J2	11:00 A	PA	AF
J6	8:15 A	BEN	FFV	J6	11:45 A	FFV	BEN
J4	8:10 A	R	FS	J2	1:00 P	PA	AF
J6	8:45 A	BEN	FFV	J6	1:45 P	FFV	BEN
J2	8:50 A	AF	FS	J2	3:00 P	PA	AF
J6	9:55 A	BEN	FFV	J6	3:40 P	PA	BEN
J2	10:25 A	AF	PA	J4	4:00 P	PA	R
J6	11:55 A	BEN	FFV	J6	4:20 P	PA	BEN
J2	12:25 P	AF	PA	J4	4:25 P	FS	R
J6	1:55 P	BEN	FFV	J6	4:40 P	FS	BEN
J2	2:25 P	AF	PA	J1	5:00 P	FS	R
J6	4:13 P	BEN	FFV	J6	5:02 P	FS	BEN
J2	4:25 P	AF	FS	J4	5:20 P	FS	R
J6	5:03 P	BEN	FFV	J6	5:40 P	FS	BEN
J4	5:05 P	R	BH	J4	5:50 P	FS	R
J6	5:33 P	BEN	FFV	J6	6:10 P	FS	BEN
J4	5:35 P	R	BH	J4	7:00 P	PA	R
J6	5:58 P	BEN	FFV	J2	8:00 P	PA	AF
J4	6:05 P	R	BH	J2	10:00 P	PA	AF
J6	6:31 P	BEN	FFV				
J4	6:35 P	R	BH				
J6	6:52 P	BEN	FFV				
J4	7:05 P	R	BH				
J4	7:50 P	R	FFV				
J2	9:00 P	AF	FFV				
J2	11:00 P	AF	FFV				
J2	12:45 A	AF	PA				

Route J - Saturday

Adjusted Schedule

<u>Inbound</u>				<u>Outbound</u>			
<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>	<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>
J2	4:35 A	AF	PA	J2	5:30 A	PA	AF
J2	6:25 A	AF	PA	J4	6:55 A	PA	R
J4	7:40 A	R	PA	J2	9:00 A	PA	AF
J4	8:40 A	R	PA	J6	10:40 A	FFV	BEN
J2	9:25 A	AF	PA	J2	11:00 A	PA	AF
J6	10:50 A	BEN	FFV	J6	12:40 P	FFV	BEN
J2	10:25 A	AF	PA	J2	1:00 P	PA	AF
J6	12:50 P	BEN	FFV	J6	2:40 P	FFV	BEN
J2	12:25 P	AF	PA	J2	3:00 P	PA	AF
J6	2:50 P	BEN	FFV	J4	5:05 P	PA	R
J2	2:25 P	AF	PA	J4	6:05 P	PA	R
J2	4:25 P	AF	PA	J2	7:00 P	PA	AF
J4	6:50 P	R	PA	J2	8:00 P	PA	AF
J2	8:00 P	AF	FFV	J2	9:45 P	PA	AF
J2	8:50 P	AF	PA	J2	11:45 P	PA	AF
J2	10:45 P	AF	PA				

Route J - Sunday

Adjusted Schedule

<u>Inbound</u>				<u>Outbound</u>			
<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>	<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>
J2	6:30 A	AF	PA	J2	7:30 A	PA	AF
J2	9:00 A	AF	PA	J2	10:00 A	PA	AF
J2	11:30 A	AF	PA	J2	12:30 P	PA	AF
J2	2:00 P	AF	PA	J2	3:00 P	PA	AF
J2	4:30 P	AF	PA	J2	5:30 P	PA	AF
J2	7:00 P	AF	PA	J2	8:00 P	PA	AF
J2	9:00 P	AF	BH				

ROUTE K WEEKDAY
ADJUSTED SCHEDULE

<u>INBOUND</u>				<u>OUTBOUND</u>			
<u>Rt. #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>	<u>Rt. #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>
K2	3:05 A	AF	PA	K2	3:50 A	PA	AF
K5	5:50 A	AF	FS	K4	6:10 A	FFV	AF
K2	6:20 A	AF	FS	K7	6:50 A	PA	AF
K3	6:49 A	FFV	SW	K7	7:45 A	PA	AF
K2	6:50 A	AF	FS	K2	10:00 A	PA	AF
K3	7:25 A	PM	FS	K2	12:00 P	PA	AF
K2	7:20 A	AF	FS	K2	2:00 P	PA	AF
K2	7:50 A	AF	FS	K5	3:20 P	FS	AF
K2	8:20 A	AF	PA	K2	4:00 P	FS	AF
K2	9:20 A	AF	PA	K2	4:35 P	FS	AF
K2	11:20 A	AF	PA	K9	5:00 P	FS	AF
K2	1:20 P	AF	PA	K2	5:05 P	FS	AF
K2	3:20 P	AF	FS	K3	5:23 P	FS	PM
K2	4:20 P	AF	FS	K2	5:50 P	FS	AF
K2	5:20 P	AF	PA	K2	6:15 P	FS	AF
K2	6:20 P	AF	FFV	K2	8:45 P	PA	AF
K4	7:20 P	AF	PA	K4	11:00 P	PA	AF
K4	9:20 P	AF	FFV	K2	12:55 A	PA	AF
K2	11:45 P	AF	PA				

ROUTE K SATURDAY

ADJUSTED SCHEDULE

<u>INBOUND</u>				<u>OUTBOUND</u>			
<u>Rt. #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>	<u>Rt. #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>
K4	3:05 A	AF	PA	K4	3:50 A	PA	AF
K2	6:20 A	AF	PA	K2	6:00 A	PA	AF
K2	7:20 A	AF	PA	K2	8:00 A	PA	AF
K2	8:20 A	AF	PA	K2	10:00 A	PA	AF
K2	9:20 A	AF	PA	K2	12:00 P	PA	AF
K2	11:20 A	AF	PA	K2	2:00 P	PA	AF
K2	1:20 P	AF	PA	K2	4:00 P	PA	AF
K2	3:20 P	AF	PA	K2	5:00 P	PA	AF
K2	5:20 P	AF	PA	K2	6:00 P	PA	AF
K4	7:20 P	AF	FFV	K2	8:45 P	PA	AF
K4	9:50 P	AF	FFV	K4	10:15 P	PA	AF
K4	11:45 P	AF	PA	K4	12:55 A	PA	AF

ROUTE K SUNDAY

ADJUSTED SCHEDULE

<u>INBOUND</u>				<u>OUTBOUND</u>			
<u>Rt. #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>	<u>Rt. #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>
K2	6:46 A	PM	FFV	K2	7:20 A	FFV	AF
K2	8:09 A	AF	FFV	K2	8:50 A	FFV	AF
K2	9:25 A	AF	FFV	K2	10:25 A	FFV	AF
K2	11:09 A	AF	FFV	K2	11:50 A	FFV	AF
K2	12:39 P	AF	FFV	K2	1:20 P	FFV	AF
K2	2:09 P	AF	FFV	K2	2:50 P	FFV	AF
K2	3:39 P	AF	FFV	K2	4:20 P	FFV	AF
K2	5:09 P	AF	FFV	K2	5:50 P	FFV	AF
K2	6:24 P	AF	FFV	K2	7:00 P	FFV	AF
K4	7:35 P	AF	PA	K2	8:45 P	PA	AF
K4	9:45 P	AF	PA	K4	10:45 P	PA	AF
K4	11:45 P	AF	PA	K4	12:55 A	PA	AF

ROUTE M WEEKDAY
ADJUSTED SCHEDULE

<u>INBOUND</u>				<u>OUTBOUND</u>			
<u>Rt. #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>	<u>Rt. #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>
M3	6:45 A	AM	FS	M3	6:25 A	FFV	AM
M1	7:15 A	AM	FS	M3	6:50 A	FFV	AM
M3	7:45 A	AM	FS	M3	7:20 A	FFV	AM
M3	8:25 A	AM	FFV	M3	8:00 A	FFV	AM
M3	5:35 P	AM	FFV	M3	4:35 P	FS	AM
M3	6:35 P	AM	FFV	M1	5:25 P	FS	AM
M3	7:00 P	AM	FFV	M1	5:50 P	FS	AM

ROUTES D-S-W-I WEEKDAY

ADJUSTED SCHEDULE

INBOUND				OUTBOUND			
Rt. #	Leave	Origin	Dest.	Rt. #	Leave	Origin	Dest.
D2	5:35 A	MH	FS	D2	6:05 A	PA	MH
S5	5:45 A	FFV	FS	W2	7:05 A	PA	OH
W2	5:55 A	TH	FS	W2	8:05 A	PA	OH
S2	6:15 A	FFV	FS	D2	9:05 A	PA	MH
I5	6:20 A	PHA	FS	S2	10:10 A	PA	23/I
D2	6:30 A	MH	FS	W2	11:10 A	PA	OH
W1	6:35 A	TH	FS	D2	12:10 P	PA	MH
S2	6:45 A	FFV	FS	S2	1:10 P	PA	23/I
I5	6:50 A	PHA	FS	W2	2:10 P	PA	OH
D2	6:55 A	MH	FS	W2	3:10 P	PA	TH
I1	6:45 A	P.G. Line	FS	S5	3:20 P	FS	23/I
W1	7:10 A	TH	FS	D2	3:35 P	PA	MH
S2	7:15 A	FFV	FS	W2	4:05 P	FS	TH
W3	7:15 A	TH	FS	S5	4:20 P	FS	23/I
D2	7:30 A	MH	FS	S2	4:30 P	FS	FFV
I5	7:30 A	PHA	FS	I5	4:30 P	FS	PHA
I3	7:38 A	P.G. Line	FS	W2	4:45 P	FS	OH
S2	7:50 A	FFV	FS	I5	4:50 P	FS	PHA
I5	7:50 A	PHA	FS	D2	5:00 P	FS	MH
W2	7:50 A	OH	FS	S2	5:05 P	FS	FFV
D2	8:15 A	MH	FS	I3	5:05 P	FS	P.G. Line
S2	8:40 A	23/I	FS	W1	5:10 P	FS	TH
W2	9:00 A	OH	PA	D2	5:15 P	FS	MH
D2	10:00 A	MH	PA	I5	5:20 P	FS	PHA
S2	11:10 A	23/I	PA	W3	5:23 P	FS	TH
W2	12:00 P	OH	PA	S2	5:30 P	FS	FFV
D2	1:00 P	MH	PA	I5	5:40 P	FS	PHA
S2	2:10 P	23/I	PA	W2	5:42 P	PA	TH
W2	3:00 P	OH	PA	S2	5:45 P	FS	FFV
D2	4:00 P	MH	FS	D2	6:00 P	FS	MH
S2	5:35 P	23/I	FS	I1	6:05 P	FS	P.G. Line
W2	6:10 P	OH	PA	W2	6:30 P	FS	TH
D2	7:05 P	MH	PA	D2	7:00 P	PA	MH
				W2	8:00 P	PA	TH

ROUTES D-S-W SATURDAY

ADJUSTED SCHEDULE

<u>INBOUND</u>				<u>OUTBOUND</u>			
Rt. #	Leave	Origin	Dest.	Rt. #	Leave	Origin	Dest.
D2	6:00 A	MH	PA	D2	7:10 A	PA	MH
S2	6:45 A	FFV	4/K	S2	7:35 A	4/K	23/I
W2	7:00 A	OH	PA	W2	8:10 A	PA	OH
S2	8:00 A	23/I	4/K	S2	8:36 A	4/K	FFV
D2	8:00 A	MH	PA	S2	9:10 A	PA	23/I
W2	9:00 A	OH	PA	D2	10:10 A	PA	MH
S2	10:10 A	23/I	PA	W2	11:10 A	PA	OH
D2	11:00 A	MH	PA	S2	12:10 P	PA	23/I
W2	12:00 P	OH	PA	D2	1:10 P	PA	MH
S2	1:10 P	23/I	PA	W2	2:10 P	PA	OH
D2	2:00 P	MH	PA	S2	3:10 P	PA	23/I
W2	3:00 P	OH	PA	D2	4:10 P	PA	MH
S2	4:10 P	23/I	PA	W2	5:10 P	PA	OH
D2	5:00 P	MH	PA	D2	6:10 P	PA	MH
W2	6:00 P	OH	PA	S2	7:10 P	PA	FFV

ROUTES D-S-W SUNDAY

ADJUSTED SCHEDULE

<u>INBOUND</u>				<u>OUTBOUND</u>			
Rt. #	Leave	Origin	Dest.	Rt. #	Leave	Origin	Dest.
D2	6:35 A	MH	PA	S2	7:30 A	PA	23/I
S2	8:40 A	23/I	PA	W2	9:30 A	PA	OH
W2	10:20 A	OH	PA	D2	11:30 A	PA	MH
D2	12:32 P	MH	FS	S2	1:25 P	FS	23/I
S2	2:40 P	23/I	FS	W2	3:25 P	FS	OH
W2	4:20 P	OH	FS	D2	5:25 P	FS	MH
D2	6:22 P	MH	PA	D2	7:32 P	PA	MH
D2	8:32 P	MH	PA	D2	9:20 P	PA	MH

ROUTE F WEEKDAY

ADJUSTED SCHEDULE

<u>INBOUND</u>				<u>OUTBOUND</u>			
Rt. #	Leave	Origin	Dest.	Rt. #	Leave	Origin	Dest.
F4	6:15 A	GDH	FS	F4	5:45 A	SP	GDH
F2	7:25 A	CP	SP	F2	6:30 A	SP	CP
F4	7:15 A	GDH	FS	F4	6:45 A	SP	GDH
F4	9:00 A	GDH	PA	F2	7:30 A	SP	CP
F4	11:00 A	GDH	SP	F4	7:45 A	FS	GDH
F2	12:00 P	CP	SP	F2	8:30 A	SP	CP
F4	1:00 P	GDH	SP	F4	10:00 A	PA	GDH
F2	2:00 P	CP	SP	F2	11:30 A	SP	CP
F4	3:00 P	GDH	SP	F4	12:30 P	SP	GDH
F2	3:30 P	CP	SP	F2	1:30 P	SP	CP
F4	4:15 P	GDH	SP	F4	2:30 P	SP	GDH
F2	4:30 P	CP	SP	F2	3:00 P	SP	CP
F4	5:30 P	GDH	SP	F4	3:30 P	SP	GDH
F2	5:45 P	CP	SP	F2	4:00 P	SP	CP
F4	7:15 P	GDH	SP	F4	4:45 P	SP	GDH
F4	8:15 P	GDH	SP	F4	6:01 P	SP	GDH
				F4	5:15 P	FS	GDH
				F4	5:45 P	FS	GDH
				F4	7:45 P	SP	GDH

ROUTE F SATURDAY

ADJUSTED SCHEDULE

<u>INBOUND</u>				<u>OUTBOUND</u>			
Rt. #	Leave	Origin	Dest.	Rt. #	Leave	Origin	Dest.
F4	7:00 A	GDH	SP	F4	10:30 A	SP	GDH
F4	9:00 A	GDH	SP	F2	11:30 A	SP	CP
F4	11:00 A	GDH	SP	F4	12:30 P	SP	GDH
F2	12:00 P	CP	SP	F2	1:30 P	SP	CP
F4	1:00 P	GDH	SP	F4	2:30 P	SP	GDH
F2	2:00 P	CP	SP	F2	3:30 P	SP	CP
F4	3:00 P	GDH	SP	F4	4:30 P	SP	GDH
F2	4:00 P	CP	SP	F2	5:30 P	SP	CP
F4	5:00 P	GDH	SP	F4	6:30 P	SP	GDH
F2	6:00 P	CP	SP				
F4	7:00 P	GDH	SP				

ROUTE R WEEKDAY
ADJUSTED SCHEDULE

<u>INBOUND</u>				<u>OUTBOUND</u>			
<u>Rt. #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>	<u>Rt. #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>
R2	6:15 A	G	FS	R2	6:05 A	K	G
R3	6:40 A	G	FS	R4	6:20 A	PA	NASA
R2	6:45 A	G	FS	R4	7:35 A	FS	NASA
R1	7:25 A	G	FS	R2	9:00 A	FS	G
R2	7:00 A	NASA	FS	R2	11:45 A	PA	G
R2	7:30 A	NASA	FS	R2	2:05 P	PA	G
R2	9:00 A	NASA	PA	R2	3:20 P	FS	NASA
R2	10:15 A	G	PA	R2	4:25 P	FS	G
R2	1:00 P	G	PA	R2	4:50 P	FS	G
R2	3:10 P	G	FS	R3	4:55 P	FS	G
R4	4:40 P	NASA	FS	R1	5:07 P	FS	G
R2	6:00 P	G	PA	R2	5:30 P	FS	NASA
R2	7:25 P	G	FS	R2	6:00 P	FS	G
R2	8:10 P	G	K	R2	7:05 P	PA	G
R2	10:10 P	G	K	R2	9:00 P	FS	G

ROUTE R SATURDAY
ADJUSTED SCHEDULE

<u>INBOUND</u>				<u>OUTBOUND</u>			
<u>Rt. #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>	<u>Rt. #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>
R2	6:39 A	G	PA	R2	6:25 A	PA	NASA
R2	7:35 A	NASA	FS	R2	8:00 A	PA	G
R2	9:05 A	G	PA	R2	8:51 A	FS	G
R2	10:05 A	G	PA	R2	11:30 A	PA	G
R2	12:35 P	G	PA	R2	2:00 P	PA	G
R2	3:05 P	G	PA	R2	4:30 P	PA	NASA
R2	5:40 P	NASA	PA	R2	5:50 P	PA	G
R2	8:15 P	G	K	R2	7:10 P	PA	G

Route T6 ~ Weekday

Adjusted Schedule

<u>Inbound</u>				<u>Outbound</u>			
<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>	<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>
T6	6:21 A	BP	FS	T6	6:30 A	450 & RIV	BP
T6	6:30 A	450 & 85th	FS	T6	7:05 A	450 & RIV	BP
T6	6:57 A	450 & 85th	FS	T6	8:15 A	450 & RIV	BP
T6	7:00 A	BP	FS	T6	9:25 A	450 & RIV	BP
T6	7:05 A	450 & 85th	FS	T6	10:14 A	450 & RIV	BP
T6	7:15 A	BP	FS	T6	11:18 A	MATT	BP
T6	7:38 A	BP	FS	T6	12:47 P	MATT	BP
T6	8:42 A	BP	450 & RIV	T6	2:21 P	MATT	BP
T6	9:45 A	BP	450 & RIV	T6	3:46 P	MATT	BP
T6	10:37 A	BP	MATT	T6	4:35 P	FS	CARR
T6	12:06 P	BP	MATT	T6	5:08 P	FS	BP
T6	1:40 P	BP	MATT	T6	5:11 P	450 & RIV	BP
T6	3:15 P	BP	MATT	T6	5:25 P	FS	BP
T6	4:41 P	BP	450 & RIV	T6	6:10 P	FS	BP
T6	5:34 P	BP	CP				
T6	6:51 P	BP	CP				

Note: No change in Route T2, T4 service weekday or Saturday.

Route T6 - SaturdayAdjusted Schedule

<u>Inbound</u>				<u>Outbound</u>			
<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>	<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>
T6	9:15 A	BP	CP	T6	8:45 A	CP	BP
T6	12:06 P	BP	CP	T6	11:18 A	MATT	BP
T6	3:30 P	BP	CP	T6	2:50 P	CP	BP

Route T - SundayAdjusted Schedule

<u>Inbound</u>				<u>Outbound</u>			
<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>	<u>Rt #</u>	<u>Leave</u>	<u>Origin</u>	<u>Dest.</u>
T2	7:04 A	BEL	FS	T2	8:10 A	FS	BEL
T4	9:05 A	BEL	FS	T4	10:20 A	FS	BEL
T2	11:20 A	BEL	FS	T2	12:50 P	FS	BEL
T4	1:50 P	BEL	FS	T4	3:00 P	FS	BEL
T2	4:25 P	BEL	FS	T2	5:35 P	FS	BEL
T4	6:30 P	BEL	FS	T4	7:45 P	FS	BEL
T2	8:45 P	BEL	CP				

CERT. NO. 8

- No. 15 From junction of Maryland Routes 416 and 260, over Maryland Route 416 and Maryland Route 2 to Solomons and return over the same route.
- No. 16 From junction of Maryland Routes 416 and 258, over Maryland Routes 258, 256, 468 to Shadyside and return over the same route.
- No. 17 From junction of Maryland Routes 2 and 214, over Maryland Routes 2, 665 to Sparrows Beach and Carr's Beach and return over the same route.
- No. 18 From North Beach over Maryland Route 261 to Friendship and return over the same route.
- *No. 19 From Washington, D. C., over city streets to Southern Avenue, thence over Maryland Route 4, Shadyside Avenue, Maryland Routes 218, 458, 414, 5, Colebrooke Drive, 26th Avenue, 25th Avenue, Iverson Street, 23rd Parkway, Kenton Place, St. Clair Drive, 28th Avenue, Maryland Route 414, Temple Hills Road, Fisher Road, Myrtle Avenue to Heather Hills and return over the same route.
- *No. 20 From Washington, D. C. over city streets to Southern Avenue, thence over Maryland Route 5, St. Barnabas Road to 28th Avenue and return over the same route.
- *No. 20A From junction of St. Barnabas Road and Beaumont Street over Beaumont Street, Dallas Place, Dallas Drive to St. Barnabas Road.
- No. 21 From Washington, D. C., over city streets to Southern Avenue, thence over Maryland Route 210, Livingston Road, Jefferson Street, Madison Place, Monroe Street, Livingston Road, Maryland Routes 210, 227, Bryan's Station Road, Maryland Routes 225, 210 to Indian Head and return over the same route.

- No. 22 From junction of Maryland Routes 210 and 227, over Maryland Route 227 to Marshall Hall and return over the same route.
- No. 23 From Washington, D. C., over city streets to Southern Avenue, thence over Business Maryland Route 4, Gateway Boulevard, 72nd Avenue, Business Maryland Route 4, Maryland Routes 534, 4, Suitland Parkway to Andrews Air Force Base and return over the same route.
- No. 24 From junction of Maryland Route 534 and Business Maryland Route 4, over Maryland Route 534 to Maryland Route 221 and return over the same route.
- No. 25 From Washington, D. C., over city streets to Southern Avenue, thence over Maryland Route 4, Shadyside Avenue, Maryland Routes 218, 458, 4, Maryland Avenue, Park-Berkshire Drive, Maryland Avenue, Maryland Route 4, Suitland Parkway to Andrews Air Force Base and return over the same route.
- No. 26 From Washington, D. C., over city streets to Southern Avenue, thence over Maryland Routes 218, 337, Auth Road, Carswell Avenue, Maxwell Avenue, Maryland Route 337 to Andrews Air Force Base and return over the same route.
- No. 27 From junction of Auth Road and Maryland Route 337, over Maryland Route 337 to Camp Springs and return over the same route.
- * No. 28 From Washington, D. C., over city streets to Eastern Avenue; thence over Maryland Route 201, Lydell Road, Schuster Drive, loop at Macke Warehouse, Schuster Drive, Lydell Road, Maryland Route 201, Calvert Road, Edmonston Road, Pontiac Street, Maryland Route 201, Maryland Route 193, Edmonston Road, Springhill Drive, Springhill Lane, Breezewood Drive, Cherrywood Lane, Roadways through Beltway Plaza Shopping Center, Maryland Route 193, Maryland Route 201, Crescent Drive, Hillside, Road, Laurel Hill Road, Ridge Road, Southway and Crescent Drive to Maryland Route 201, and return over the same route.
- * No. 29 From junction Edmonston Road and cut-off road to Maryland Route 201, over cut-off road to Maryland Route 201.

- No. 30 From Washington, D. C., over city streets to Southern Avenue, thence over Maryland Routes 5, 414, Brinkley Road, Rosecroft Drive to Rosecroft Raceway and return over the same route.
- No. 31 From Washington, D. C., over city streets to Southern Avenue, thence over Maryland Route 210, Livingston Road, Maryland Route 414, Brinkley Road, Rosecroft Drive to Rosecroft Raceway and return over the same route.
- No. 32 From Washington, D. C., over city streets to Southern Avenue, thence over Maryland Route 4, Water Street to Marlboro Race Track and return over the same route.
- *No. 33 From junction of Eastern Avenue and Maryland Route 704, over Maryland Route 704, Addison Chapel Road, Sheriff Road, Maryland Route 704, Bellehaven Drive, Sheriff Road, Village Green Drive, Bellehaven Drive, Nalley Road, Capitol View Drive, parking lot roadway, Nalley Road, Bellehaven Drive, Village Green Drive, Sheriff Road, Brightseat Road, Glenarden Parkway, Cawker Avenue, Hayes Street, Johnson Avenue, Maryland Route 704, Ardmore-Ardwick Road, Old Ardmore-Ardwick Road, Whitfield Chapel Road, Volta Street, Varnum Street to Carsondale and return over the same route.
- No. 34 From junction of Addison-Chapel Road and Sheriff Road, over Addison-Chapel Road, Eastern Avenue, Kenilworth Avenue, Lydell Road, Schuster Drive, loop at Mack Warehouse, Schuster Drive, Lydell Road, Pepsi Place, Roadway to Hospital, Hospital Road, Baltimore-Washington Parkway, Maryland Route 450, Coopers' Lane, Webster Street, and Capital Plaza Road to bus stand at Ward's and return over the same route.
- No. 35 From junction of Southern Avenue and South Capitol Street, over Southern Avenue and Oakcrest Drive to Southview Apartments, thence over Oakcrest Drive and Southern Avenue to Cafritz Memorial Hospital and return over the same route.
- *No. 36 From Washington, D. C. over city streets to South Capitol Street, thence over Indian Head Highway, Audrey Lane, Irvington Street, Fourth Street, Kennebec Street, Deal Drive, Marcy Avenue, Livingston Terrace, Livingston Road, Indian Head Highway, Livingston Road, Lindsey Road, Leyte Drive, Shelby Drive, Haven Avenue, Wentworth Drive, Livingston Road, Oxon Hill Road, Brinkley Road to Fisher Road and return over the same route.

CERT. NO. 8

- No. 55 From junction Aubrey Lane and Deal Drive, over Deal Drive, Kennabec Street, Owens Road, Iverson Street to Oakcrest Drive and return over the same route.
- No. 56 From junction Maryland Route 458 and Iverson Street, over Iverson Street, Wheeler Road, Wheeler Hills Road to Forest Hills Apartments and return over the same route.
- No. 57 From junction Southern Avenue and Wheeler Road, over Wheeler Road to junction Wheeler Hills Road and return over the same route.
- No. 58 From junction of 73rd Avenue and Maryland Route 202, over Maryland Route 202 to Prince Georges Community College and return over the same route.
- No. 59 From junction of St. Clair Road and Keith Street, over Keith Street, 28th Avenue to Iverson Street and return over the same route.
- No. 60 From junction of Maryland Route 450 and Moylan Drive, over Moylan Drive, Millstream Drive, Maryland Route 197, Whitehall Drive, Old Chapel Road, Chelmont Lane, Clearfield Drive, Race Track Road, Cheswood Lane, Clearfield Drive, Mercer Drive, Millstream Drive, Stonybrook Drive to Stonyhaven Lane and return over the same route.
- * No. 61 Deleted.
- No. 62 From Washington, D. C. over city streets to U. S. Route 50, thence over U. S. Route 50, Maryland Route 197, Tulip Grove Drive, Belair Drive, Sussex Lane to Stonybrook Drive and return over the same route.
- No. 63 From junction of Kenilworth and Eastern Avenues, over Kenilworth Avenue, Baltimore Washington Parkway, Maryland State Route 197, Maryland State Route 198, U.S. Highway Route 1 to Laurel Shopping Center at Cherry Lane and U.S. Highway Route 1 and return over the same route.

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

Route Authorization WMA No. 2-72

IN THE MATTER OF:

February 7, 1972

Applications of WMA Transit)
Company for Authority to)
Change Routes J, K, and M)

Applications Nos.
737, 738 and 739

Upon consideration of the matters adduced and contained in said applications, the Commission finds that the public interest requires the service described herein.

Therefore, permission is hereby granted WMA Transit Company to operate in the following manner effective March 5, 1972.

Routes J2 and J4

Discontinued Portion

From Bowen Road and Southern Avenue, S.E., over Southern Avenue, Benning Road, Hanna Place, H Street, Alabama Avenue, Hillside Road, Benning Road, Southern Avenue to Bowen Road.

Route J6

From Bowen Road and Southern Avenue, S.E., over Southern Avenue, Benning Road, Hanna Place, H Street, Alabama Avenue, Hillside Road, Benning Road, Southern Avenue to Bowen Road and thence over Routes J2 and J4.

Route K

Extended Portion

From junction of Pennsylvania Avenue and Walters Lane, over Walters Lane, Section 1 Service Road, Section 2 Service Road, Keystone Lane, Section 3 Service Road to Swimming pool at Keystone Gardens Apartments and return over the same route to Pennsylvania Avenue and regular Route K.

Route M3

Extended Portion

Inbound

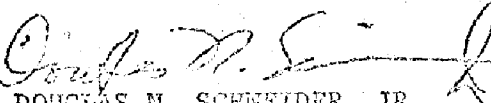
From junction of Independence Avenue and Third Street, S.W., over Third Street, S. W., C Street, S. W., Sixth Street, S. W., D Street, S. W., through Southwest bus terminal, D Street, S. W., Twelfth Street, S. W., Independence Avenue, S. W., Fourteenth Street, S. W., New York Avenue, N. W., Pennsylvania Avenue, N. W., Seventeenth Street, N. W., H Street, N. W. to terminal stand.

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Outbound

From Lerminal stand on H Street, N.W. between Seventeenth Street, N.W. and Jackson Place, N.W., over H Street, N.W., Fourteenth Street, N.W., Independence Avenue, S.W., Twelfth Street, S.W., D Street, S.W., through Southwest bus terminal, D Street, S.W., Sixth Street, S.W., C Street, S.W., Fourth Street, S.W. and Independence Avenue, S.W. to regular route.

FOR THE COMMISSION:


DOUGLAS N. SCHNEIDER, JR.
Executive Director